(c) Except as provided in paragraphs (d) and (e) of this section, compliance with the provisions of paragraph (a) of this section must be demonstrated in flight over the acceleration range as follows:

(1) −1 g to +2.5 g; or

(2) 0 g to 2.0 g, and extrapolating by an acceptable method to −1 g and +2.5 g.

(d) If the procedure set forth in paragraph (c)(2) of this section is used to demonstrate compliance and marginal conditions exist during flight test with regard to reversal of primary longitudinal control force, flight tests must be accomplished from the normal acceleration at which a marginal condition is found to exist to the applicable limit specified in paragraph (b)(1) of this section.

(e) During flight tests required by paragraph (a) of this section, the limit maneuvering load factors, prescribed in §§ 23.333(b) and 23.337, need not be exceeded. In addition, the entry speeds for flight test demonstrations at normal acceleration values less than 1 g must be limited to the extent necessary to accomplish a recovery without exceeding V_{DF}/M_{DF}.

(f) In the out-of-trim condition specified in paragraph (a) of this section, it must be possible from an overspeed condition at V_{DF}/M_{DF} to produce at least 1.5 g for recovery by applying not more than 125 pounds of longitudinal control force using either the primary longitudinal control alone or the primary longitudinal control and the longitudinal trim system. If the longitudinal trim is used to assist in producing the required load factor, it must be shown at V_{DF}/M_{DF} that the longitudinal trim can be actuated in the airplane nose-up direction with the primary surface loaded to correspond to the least of the following airplane nose-up control forces:

(1) The maximum control forces expected in service, as specified in §§ 23.301 and 23.397.

(2) The control force required to produce 1.5 g.

(3) The control force corresponding to buffeting or other phenomena of such intensity that it is a strong deterrent to further application of primary longitudinal control force.

[Doc. No. FAA–2009–0738, 76 FR 75755, Dec. 2, 2011]

Subpart C—Structure

GENERAL

§ 23.301 Loads.

(a) Strength requirements are specified in terms of limit loads (the maximum loads to be expected in service) and ultimate loads (limit loads multiplied by prescribed factors of safety). Unless otherwise provided, prescribed loads are limit loads.

(b) Unless otherwise provided, the air, ground, and water loads must be placed in equilibrium with inertia forces, considering each item of mass in the airplane. These loads must be distributed to conservatively approximate or closely represent actual conditions. Methods used to determine load intensities and distribution on canard and tandem wing configurations must be validated by flight test measurement unless the methods used for determining those loading conditions are shown to be reliable or conservative on the configuration under consideration.

(c) If deflections under load would significantly change the distribution of external or internal loads, this redistribution must be taken into account.

(d) Simplified structural design criteria may be used if they result in design loads not less than those prescribed in §§ 23.331 through 23.521. For airplane configurations described in appendix A, § 23.1, the design criteria of appendix A of this part are an approved equivalent of §§ 23.321 through 23.459. If appendix A of this part is used, the entire appendix must be substituted for the corresponding sections of this part.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–28, 47 FR 13315, Mar. 29, 1982; Amdt. 23–42, 56 FR 352, Jan. 3, 1991; Amdt. 23–48, 61 FR 5143, Feb. 9, 1996]

§ 23.302 Canard or tandem wing configurations.

The forward structure of a canard or tandem wing configuration must:

(a) Meet all requirements of subpart C and subpart D of this part applicable to a wing; and

(b) Meet all requirements applicable to the function performed by these surfaces.

[Amdt. 23–42, 56 FR 352, Jan. 3, 1991]

§ 23.303 Factor of safety.

Unless otherwise provided, a factor of safety of 1.5 must be used.

§ 23.305 Strength and deformation.

(a) The structure must be able to support limit loads without detrimental, permanent deformation. At any load up to limit loads, the deformation may not interfere with safe operation.

(b) The structure must be able to support ultimate loads without failure for at least three seconds, except local failures or structural instabilities between limit and ultimate load are acceptable only if the structure can sustain the required ultimate load for at least three seconds. However when proof of strength is shown by dynamic tests simulating actual load conditions, the three second limit does not apply.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–45, 58 FR 42160, Aug. 6, 1993]

§ 23.307 Proof of structure.

(a) Compliance with the strength and deformation requirements of § 23.305 must be shown for each critical load condition. Structural analysis may be used only if the structure conforms to those for which experience has shown this method to be reliable. In other cases, substantiating load tests must be made. Dynamic tests, including structural flight tests, are acceptable if the design load conditions have been simulated.

(b) Certain parts of the structure must be tested as specified in Subpart D of this part.

FLIGHT LOADS

§ 23.321 General.

(a) Flight load factors represent the ratio of the aerodynamic force component (acting normal to the assumed longitudinal axis of the airplane) to the weight of the airplane. A positive flight load factor is one in which the aerodynamic force acts upward, with respect to the airplane.

(b) Compliance with the flight load requirements of this subpart must be shown—

(1) At each critical altitude within the range in which the airplane may be expected to operate;

(2) At each weight from the design minimum weight to the design maximum weight; and

(3) For each required altitude and weight, for any practicable distribution of disposable load within the operating limitations specified in §§ 23.1583 through 23.1589.

(c) When significant, the effects of compressibility must be taken into account.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–45, 58 FR 42160, Aug. 6, 1993]

§ 23.331 Symmetrical flight conditions.

(a) The appropriate balancing horizontal tail load must be accounted for in a rational or conservative manner when determining the wing loads and linear inertia loads corresponding to any of the symmetrical flight conditions specified in §§ 23.333 through 23.341.

(b) The incremental horizontal tail loads due to maneuvering and gusts must be reacted by the angular inertia of the airplane in a rational or conservative manner.

(c) Mutual influence of the aerodynamic surfaces must be taken into account when determining flight loads.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–42, 56 FR 352, Jan. 3, 1991]

§ 23.333 Flight envelope.

(a) *General.* Compliance with the strength requirements of this subpart must be shown at any combination of airspeed and load factor on and within the boundaries of a flight envelope (similar to the one in paragraph (d) of this section) that represents the envelope of the flight loading conditions specified by the maneuvering and gust criteria of paragraphs (b) and (c) of this section respectively.